

CERTIFICATE OF APPROPRIATENESS

Application Date: August 10, 2016

Applicant: Sean O'Quinn, Scott+Reid General Contractors for Timothy Ronan, Jr., SRC Franklin Owner, LP, owner

Property: 805 Franklin Street, Lots 3, 4, & 5, Block 16, SSBB Subdivision. The property is a vacant lot situated on a 15,002 square foot (150' x 100') corner lot.

Significance: The property is a vacant lot located in the Main Street Market Square Historic District.

Proposal: New Construction – *This project was deferred at the July 2016 HAHC meeting so that the applicant could further work with staff.*

The current application has not changed and the applicant is requesting a second deferral from the HAHC to continue working with staff. As previously submitted, the applicant proposes to construct a new 150,000 square foot precast concrete 10-tier (plus ground level) parking garage on an existing vacant lot. The proposed parking garage will front Franklin and Milam Streets.

- The proposed garage will have a width of 145' (along Franklin Street) and a depth of 98' (along Milam Street)
- Due to the site sloping down seven feet to the north and west, the height from existing grade ranges from 113'-120' in height. The maximum height will be at the Milam and Franklin corner, which is the lowest point on the property.
- The first-story of the garage will be clad in brick veneer. The rest of the structure will be painted with textured paint to simulate the texture of brick. Window frames will be installed on both street-facing elevations to simulate a traditional window pattern.
- A faux storefront will be installed at the ground level to simulate the commercial rhythm of the district. For flood reasons, the storefront will consist of only aluminum frames with no glass. Cloth awnings that project 30" will be installed above the ground level storefront systems.
- A 1' thick cornice with a 3' overhang will be installed at the parapet wall on the Franklin and Milam elevations.
- Two stair towers will flank the structure on the south and west elevations and will extend slightly above the main structure. The tower elevations fronting Franklin Street will be open and infilled with a metal chain link screen. The tower elevation facing Milam will contain paired square openings.
- On the Milam and Franklin elevations a row of five aluminum frames will be installed between open portions of the 9 tiers above the ground level to simulate a traditional window pattern. The windows on the Milam elevation will feature a rectangular dimension while the windows on the Franklin elevation will be square.
- Proposed entrances and exits will be located on both the Franklin and Milam elevations.
- The two interior elevations will be precast concrete fire walls with no fenestration.
- A 5' wide by 20.5' tall aluminum panel sign with the word 'PARKING' will extend 2' from the west elevation at the corner of Milam and Franklin Streets.

See enclosed application materials and detailed project description on p. 4-52 for further details. See Attachment B for an Applicant Submitted Packet.

Public Comment: The Downtown District is in support of this project, but has expressed concerns about building materials and how the garage relates to the surrounding buildings (Magnolia Brewery and Bayou Lofts, etc.). They also would like to see good signage. See Attachment A.

Context Area: The context area was expanded by the HAHC to include all contributing structures within the Main Street Market Square Historic District.

Recommendation: Deferral – The applicant has requested a second deferral of this project.

HAHC Action: Deferred

APPROVAL CRITERIA**NEW CONSTRUCTION IN A HISTORIC DISTRICT**

Sec. 33-242(a): HAHC shall issue a certificate of appropriateness for new construction in a historic district upon finding that the application satisfies the following criteria:

S D NA**S - satisfies D - does not satisfy NA - not applicable**

- ☒ ☐ ☐ (1) The distance from the property line of the front and side walls, porches, and exterior features of any proposed new construction must be compatible with the distance from the property line of similar elements of existing contributing structures in the context area;

- ☐ ☒ ☐ (2) The exterior features of the new construction must be compatible with the exterior features of existing contributing structures in the context area;

The applicant and staff have diligently worked together in order to design a compatible structure that compliments the existing historic buildings in the district. However, at this point, the exterior features of the proposed structure are not fully compatible with the exterior features of other contributing structures in the context area.

The applicant has based the current design on existing noncontributing parking garage structures within the district, despite insistence from staff that these structures are noncontributing and are not

The main issues of the project involve the horizontal nature of the structure as well as the street level detailing. Satisfying criteria can be accomplished by incorporating more vertical elements to better match vertical elements, such as window openings, that are typically found within the district. Although this can be partially seen on the Milam elevation with the inclusion of vertical aluminum window frames; the square frames and overall horizontal nature along the Franklin side is uncharacteristic of the district. At the ground level, suspended awnings as opposed to cloth awnings should be installed above the storefronts. This type of awning is more typically seen throughout the district, and is more historically appropriate. The use of additional brick veneer and perhaps some form of curtain wall may also make the structure more compatible with the Main Street Market Square Historic District.

Staff would also be in support of a more contemporary design that is able to incorporate the massing and components of other historic buildings within the district. Historically, the taller structures within the district feature a distinct base, a rhythmic series of vertically oriented bays, and a prominent cornice. The system of base, bays, and cornice should be replicated in the proposed design. On the ground level, the incorporation of a false store front system (complete with delineated knee walls and transoms) and topped by deep overhanging suspended awnings will help identify the pedestrian focused nature along the street level. The use of vertical screens and panels installed at spaced intervals along the two street facing elevations will emulate the historic rhythm of bays while still maintaining the openness required of a garage. The structure should then be capped with a cornice to complete the traditional three part design of a historic building. The overall design does not have to be ornate or over decorative, and in fact, should be simple and more refined. By featuring the components, as extracted features, of traditional buildings, the structure will blend in and act as a benign backdrop to the surrounding buildings.

- ☒ ☐ ☐ (3) The scale and proportions of the new construction, including the relationship of the width and roofline, overall height, eave height, foundation height, porch height, roof shape, and roof pitch, and other dimensions to each other, must be compatible with the typical scale and proportions of existing contributing structures in the context area unless special circumstances, such as an atypical use, location, or lot size, warrant an atypical scale and proportions;

- ☒ ☐ ☐ (4) The height of the new construction must not be taller than the typical height of existing contributing structures in the context area unless special circumstances, such as an atypical use, location, or lot size, warrant an atypical height, except that;
- (a) Design guidelines for an individual historic district may provide that a new construction with two stories maybe be constructed in a context area with only one-story contributing structures as long as the first story of the new construction has proportions compatible with the contributing structures in the context area, and the second story has similar proportions to the first story; and
- (b) A new construction shall not be constructed with more than one story in a historic district that is comprised entirely of one-story contributing structures, except as provided for in design guidelines for an individual historic district.



PROPERTY LOCATION

MAIN STREET MARKET SQUARE HISTORIC DISTRICT



Building Classification

- Contributing
- Non-Contributing
- Park

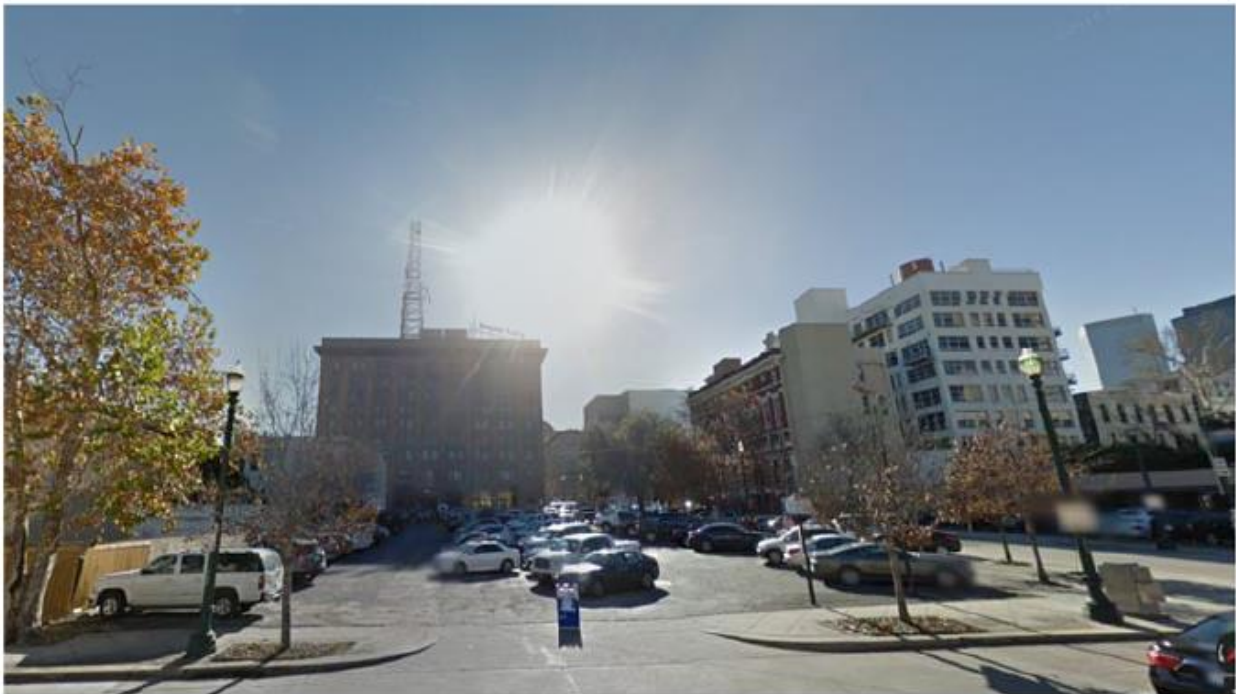
CURRENT PHOTO



CURRENT PHOTO



CURRENT LOCATION



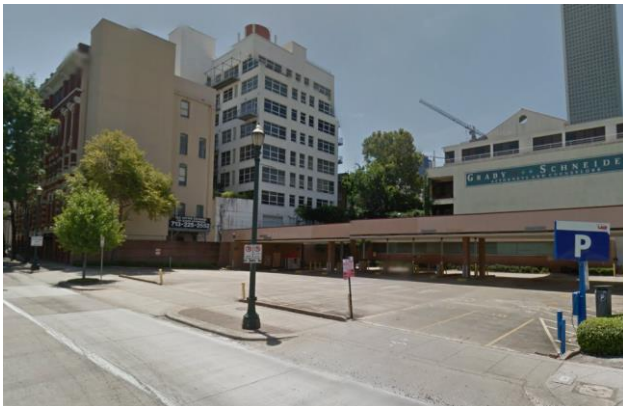
SURROUNDING AREA



110-120 Milam – Contributing – 1888-1912 (across street)



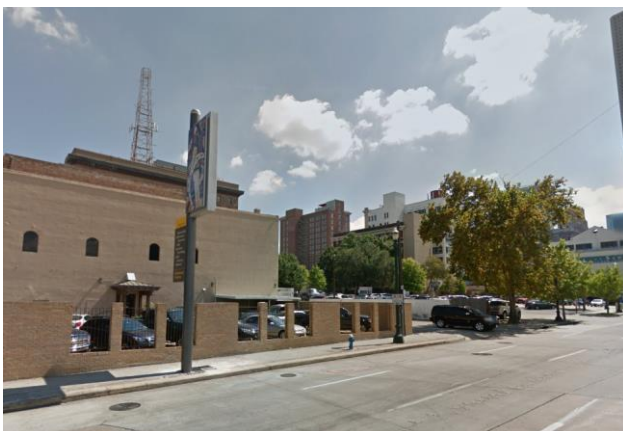
202-204 Travis – Contributing – 1884-1917 (blockface)



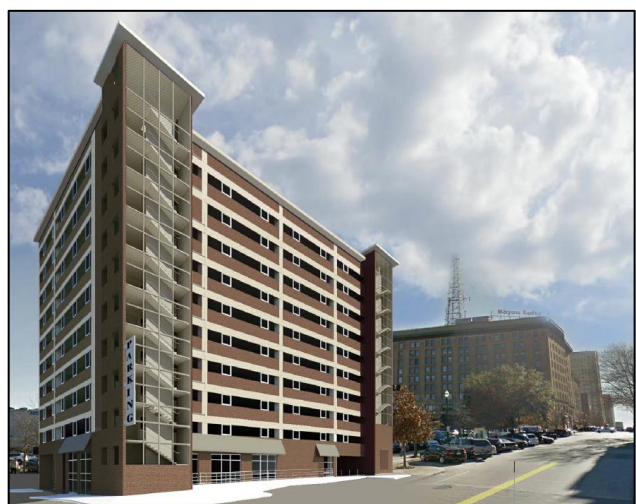
800 Franklin– Noncontributing (blockface)



915 Franklin– Contributing – 1911 (next block)



802-804 Commerce – Contributing 1894 (View looking southeast)



805 Franklin – Proposed Structure – Site

WITHIN DISTRICT



*201 Main Street – Franklin Lofts Building
Contributing*



808 Franklin Street – Contributing



320 Main Street – Contributing



Contributing structures along the 300 Block of Main



Contributing structures along the 300 Block of Main



Contributing structures along the 400 Block of Main

WITHIN DISTRICT



403 Main Street - Contributing



Contributing structures at the corner of Main and Prairie

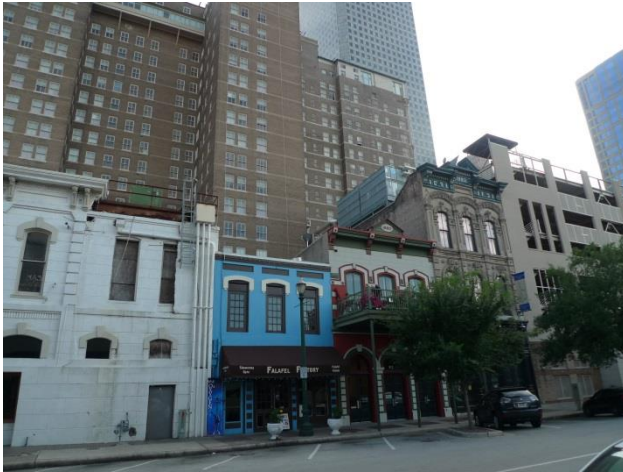


301 Main Street - Contributing



*917 Franklin Street – Hotel Icon
Contributing*

WITHIN DISTRICT



*Contributing structures along the 900 Block of Prairie
(noncontributing Rice Hotel parking garage at the right)*



Contributing structures along the 200 Block of Travis



Contributing structures along the 300 Block of Travis



*Contributing structures along the 900 Block of Preston
(noncontributing County building at the right)*



*Contributing Rice Hotel
Houston Chronicle Photo*



*Rears of Contributing structures along the Main Street
(Photo taken from Travis)*

3D RENDERING – FRONT FACING FRANKLIN STREET

DEFERRED JULY 2016



PREVIOUS PRELIMINARY DESIGNS

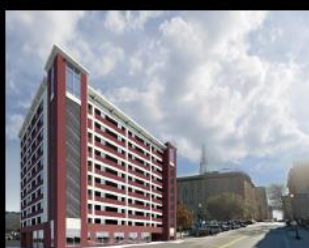
06-03-2016 INFORMAL MEETING WITH HISTORIC BOARD STAFF

- UNOFFICIAL DESIGN COMMENTS MADE BY STAFF
- OFFICIAL SUBMISSION SUGGESTED



REDESIGN SCHEMES

- PROJECT TEAM WORKED THROUGH NUMEROUS ITERATIONS OF RE-DESIGN BASED ON INITIAL STAFF FEEDBACK



3D RENDERING – FRONT FACING FRANKLIN STREET

-NOT FOR CURRENT CONSIDERATION-

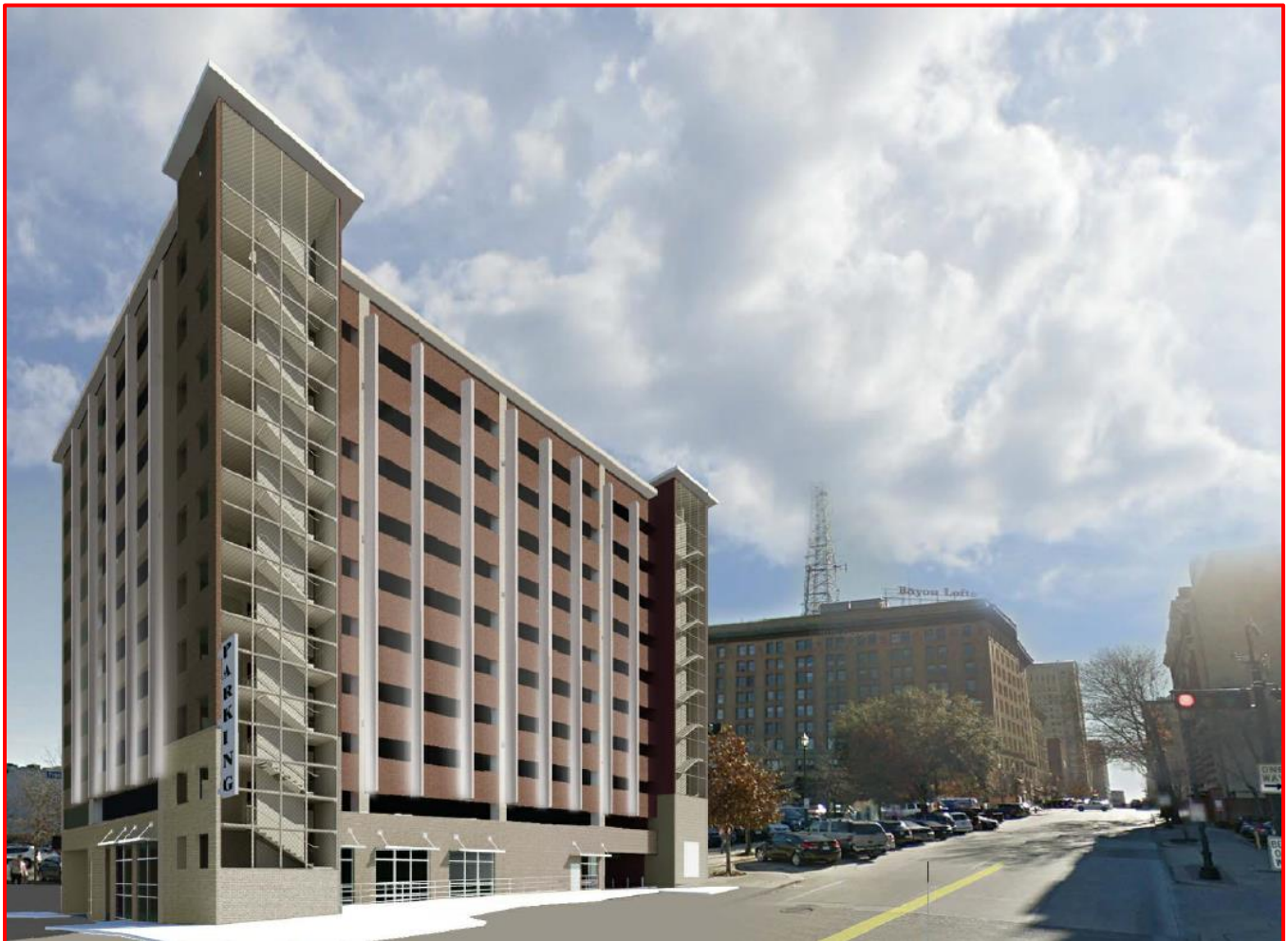
Proposed August 2016



3D RENDERING – FRONT FACING FRANKLIN STREET

-NOT FOR CURRENT CONSIDERATION-

Proposed August 2016



3D RENDERING – CONTEXT AREA

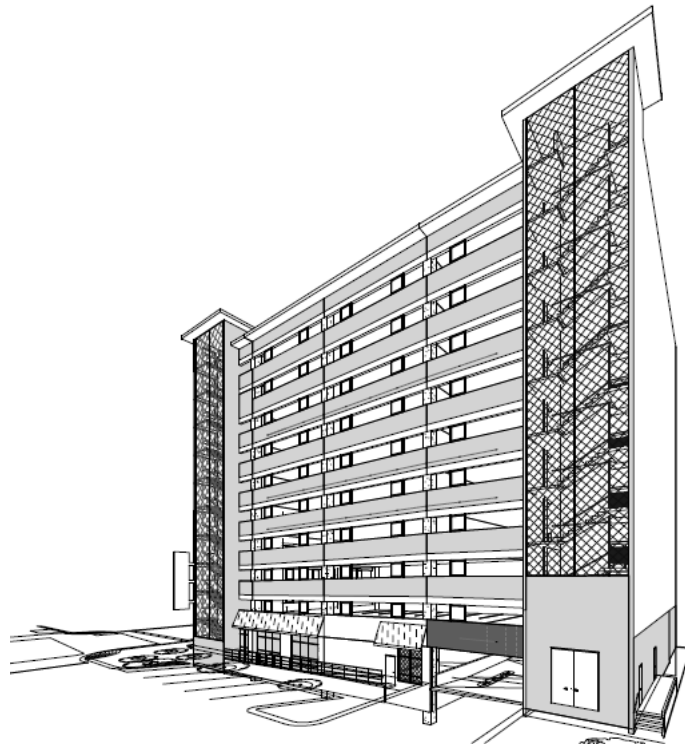
PROPOSED



3D DRAWINGS



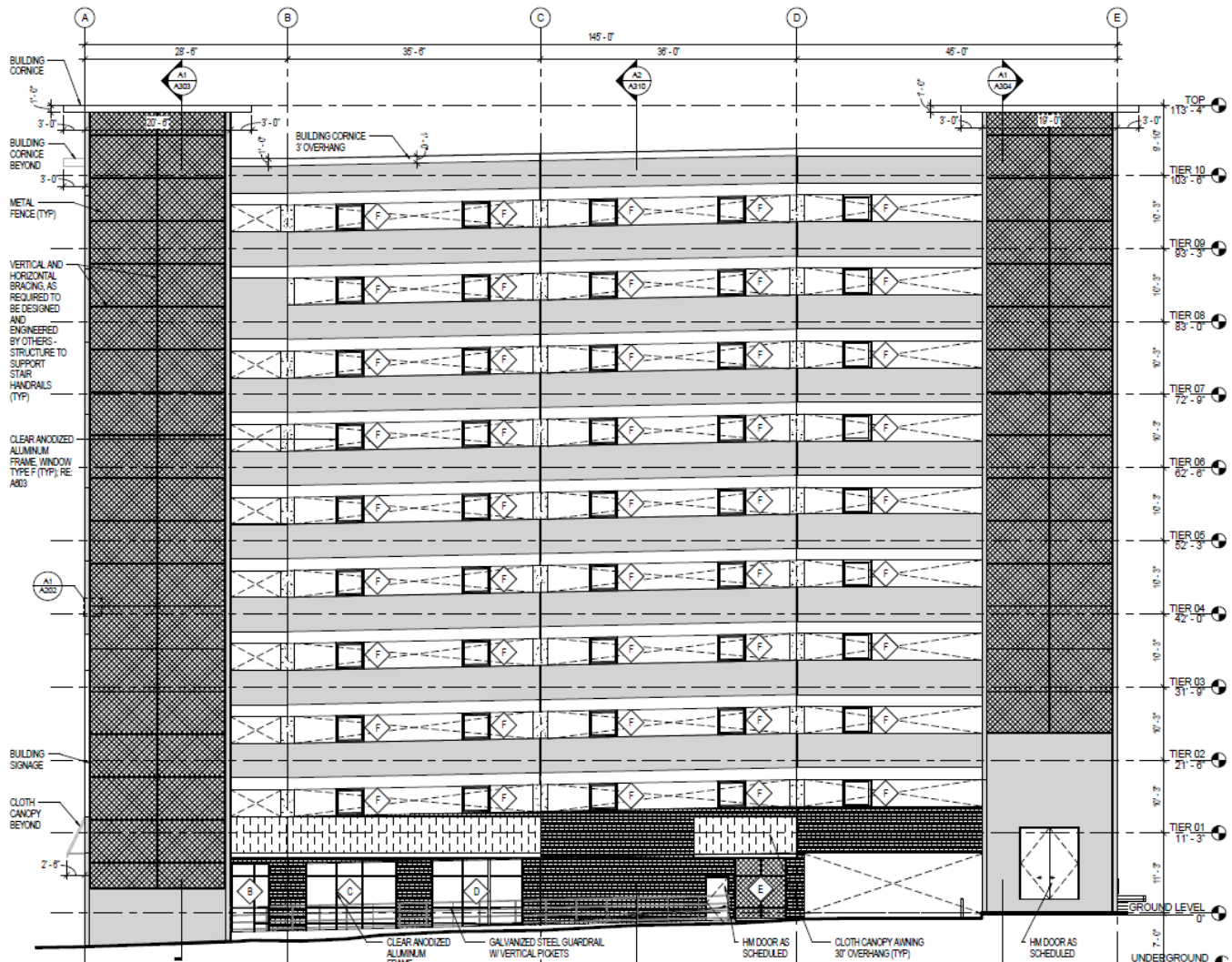
① 3D SOUTHWEST CORNER
SCALE



② 3D SOUTHEAST CORNER
SCALE

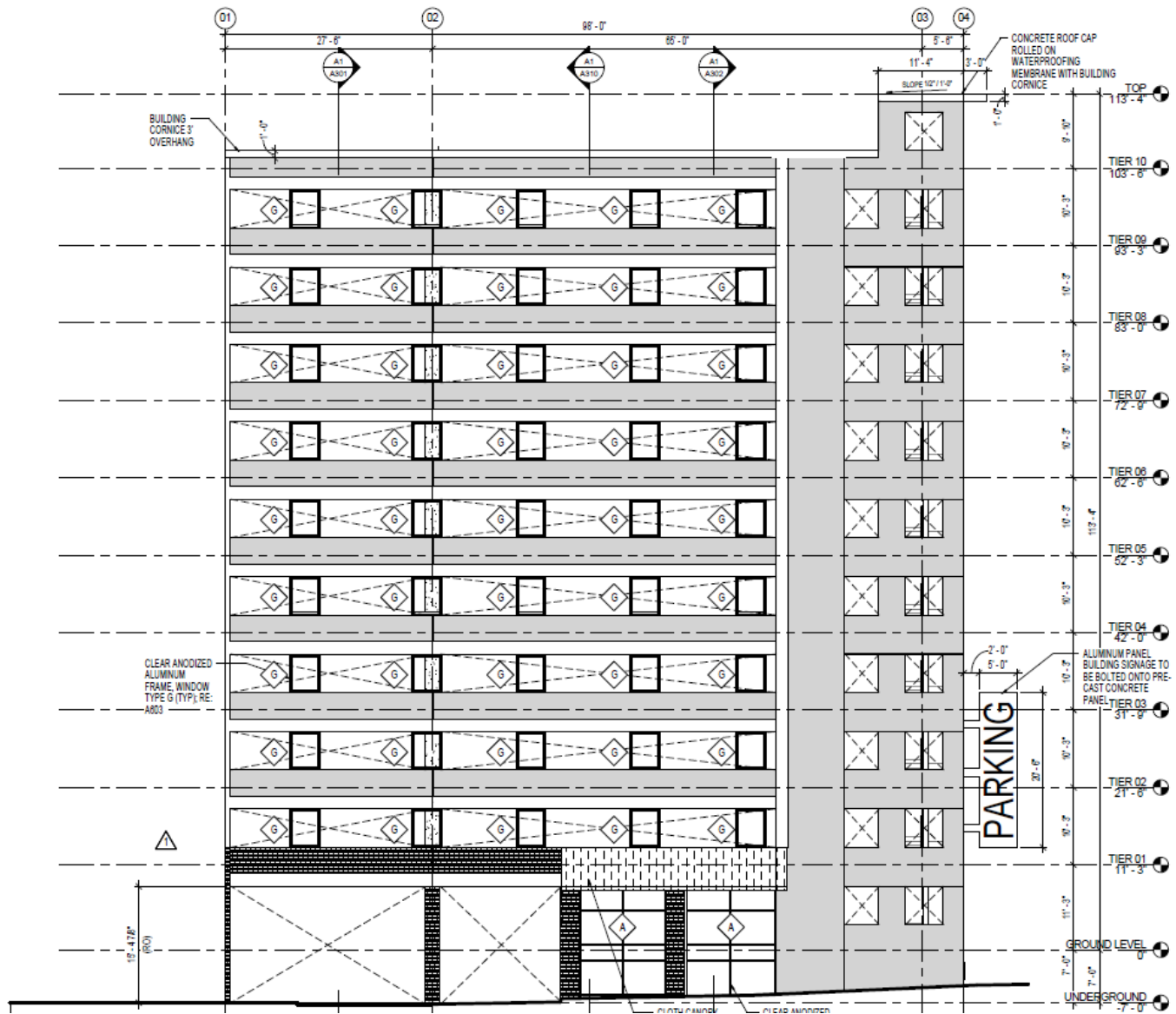
SOUTH ELEVATION –FACING FRANKLIN STREET

PROPOSED



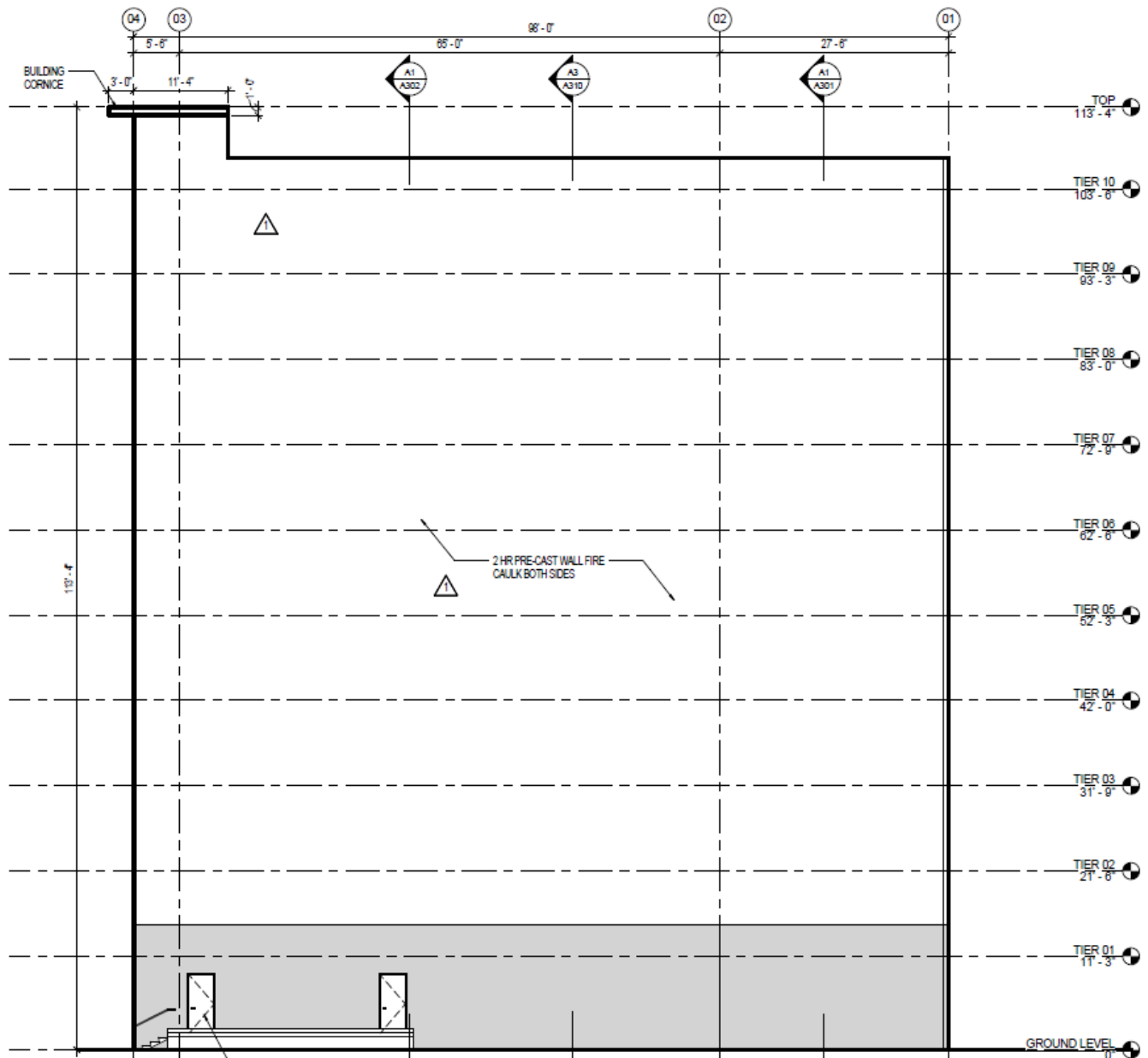
WEST ELEVATION – FACING MILAM STREET

PROPOSED



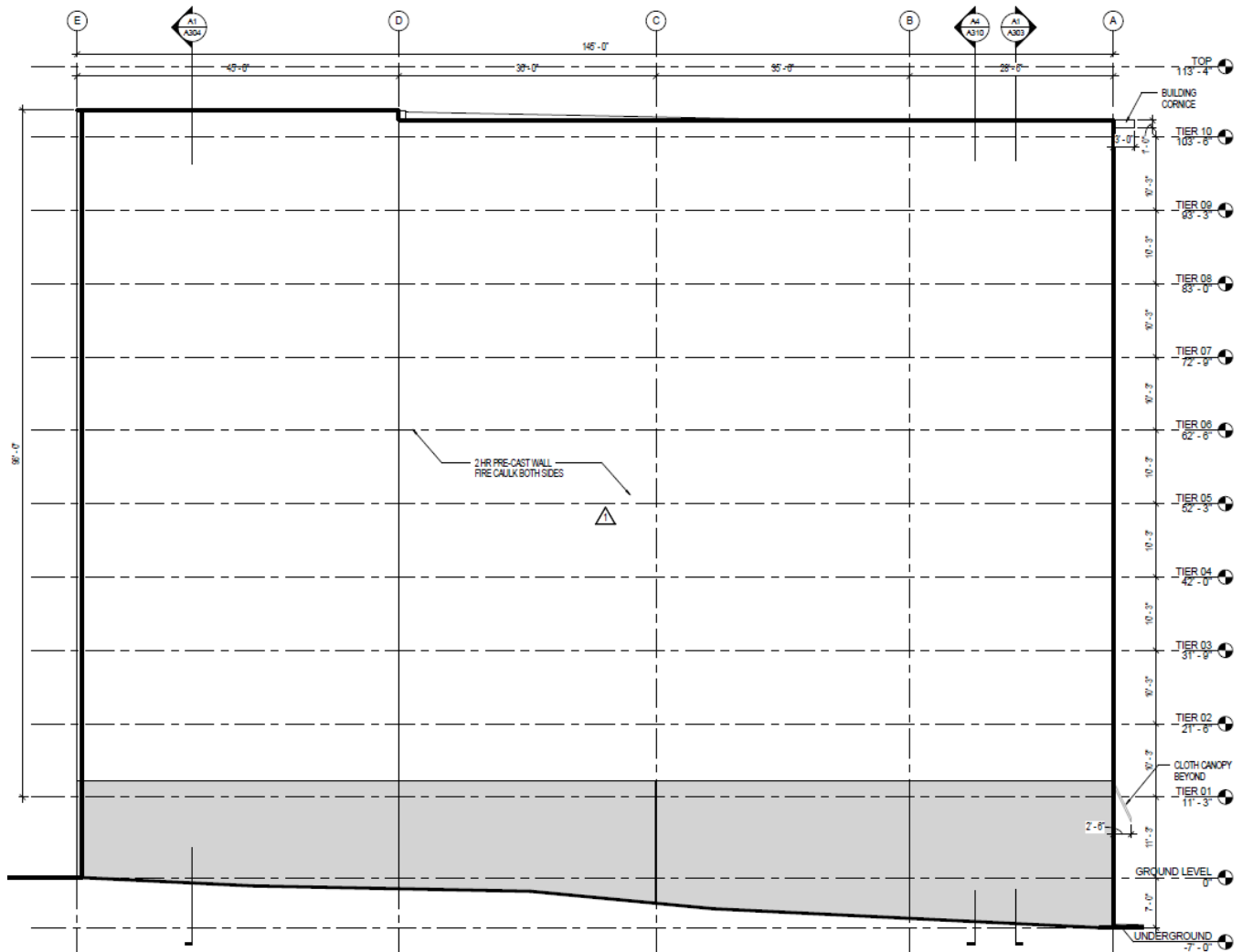
EAST ELEVATION

PROPOSED



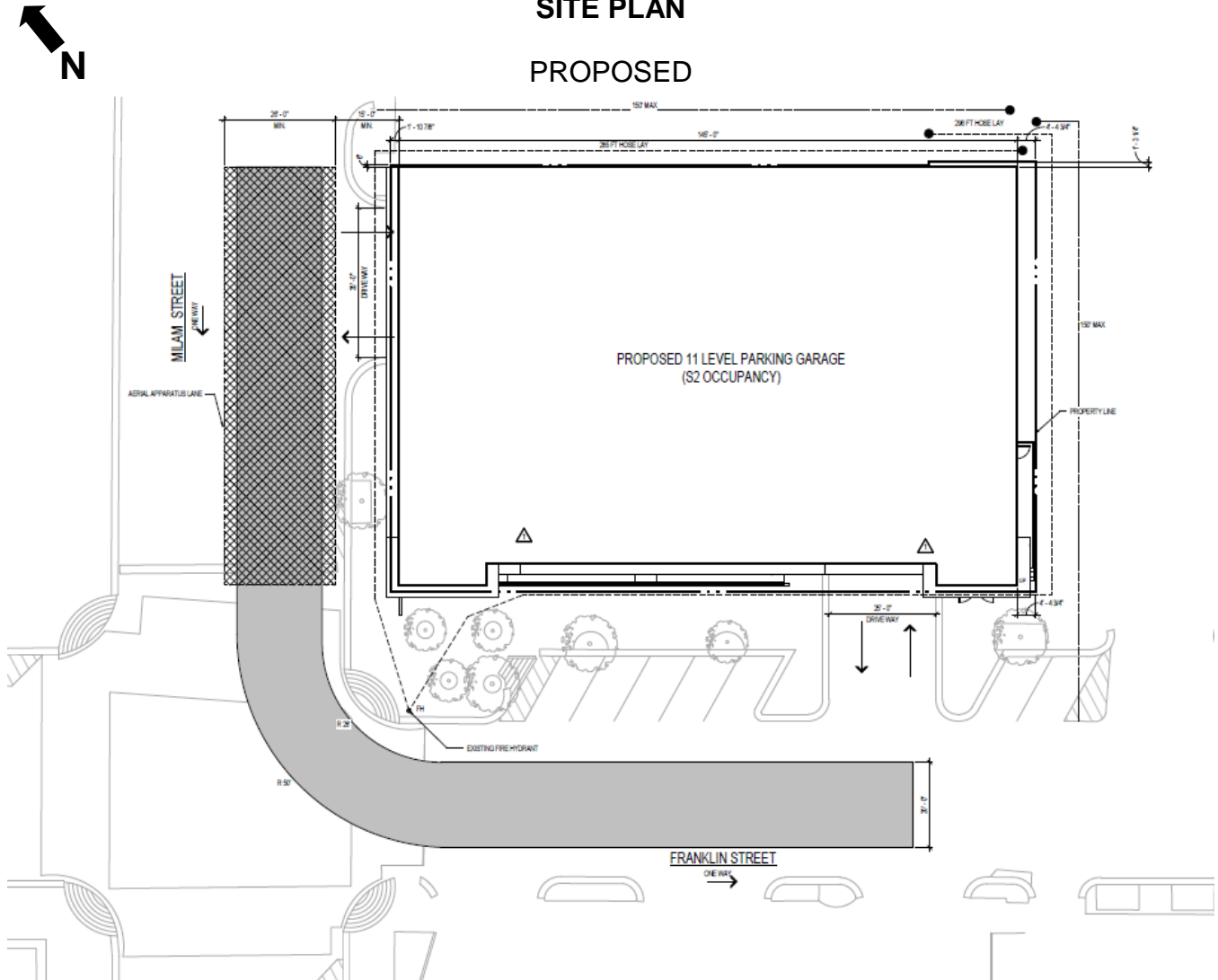
NORTH ELEVATION

PROPOSED



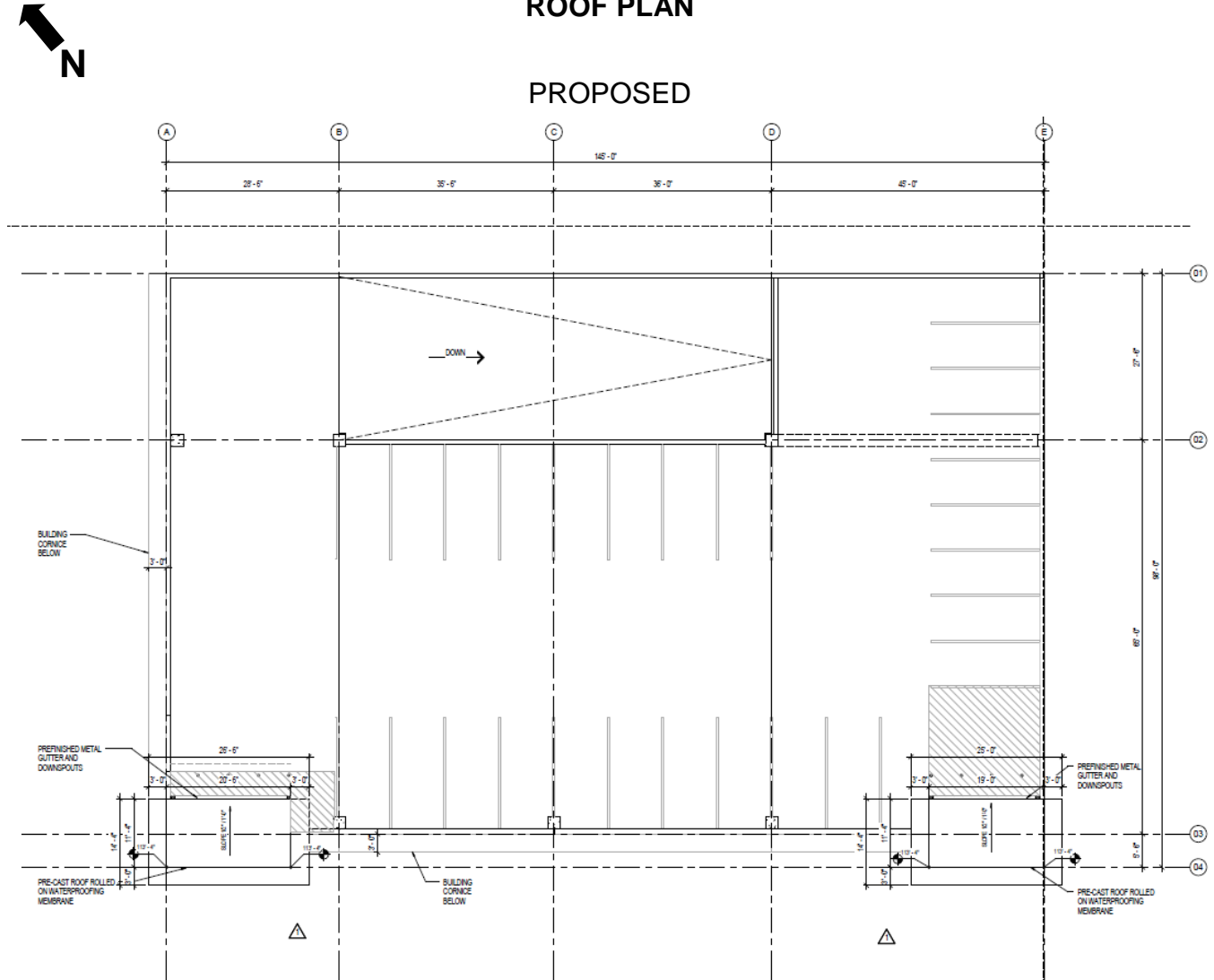
SITE PLAN

PROPOSED



ROOF PLAN

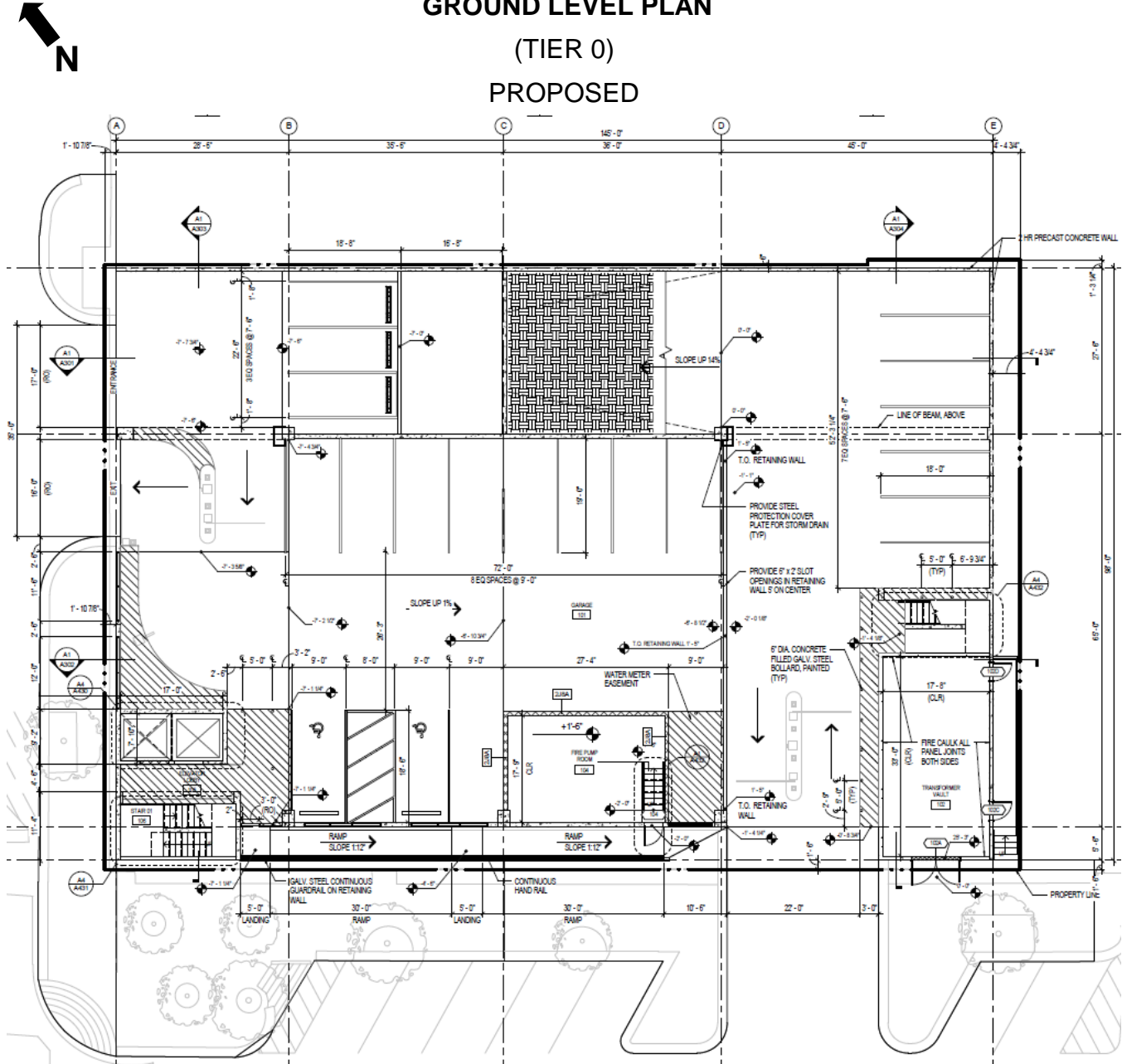
PROPOSED



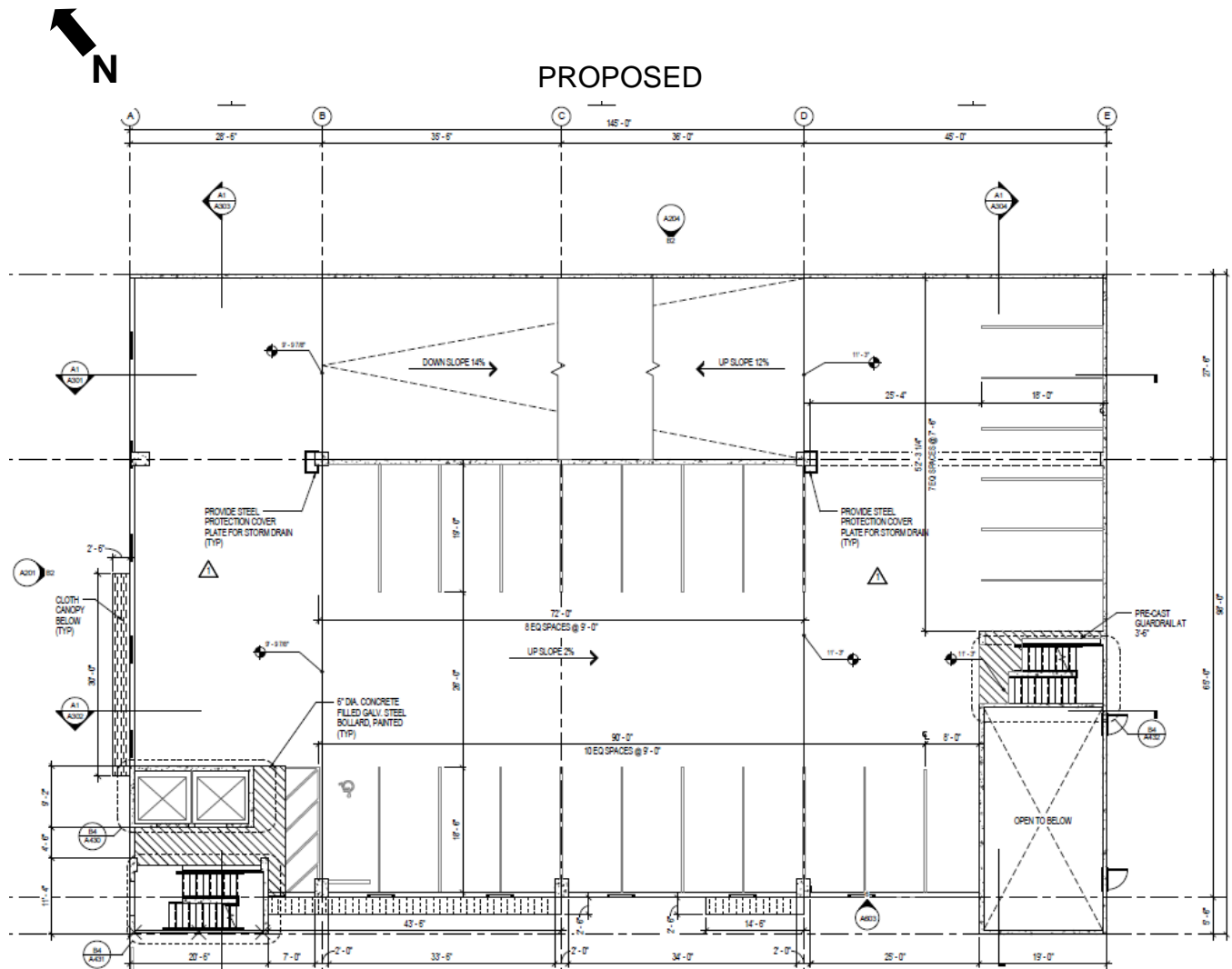
GROUND LEVEL PLAN

(TIER 0)

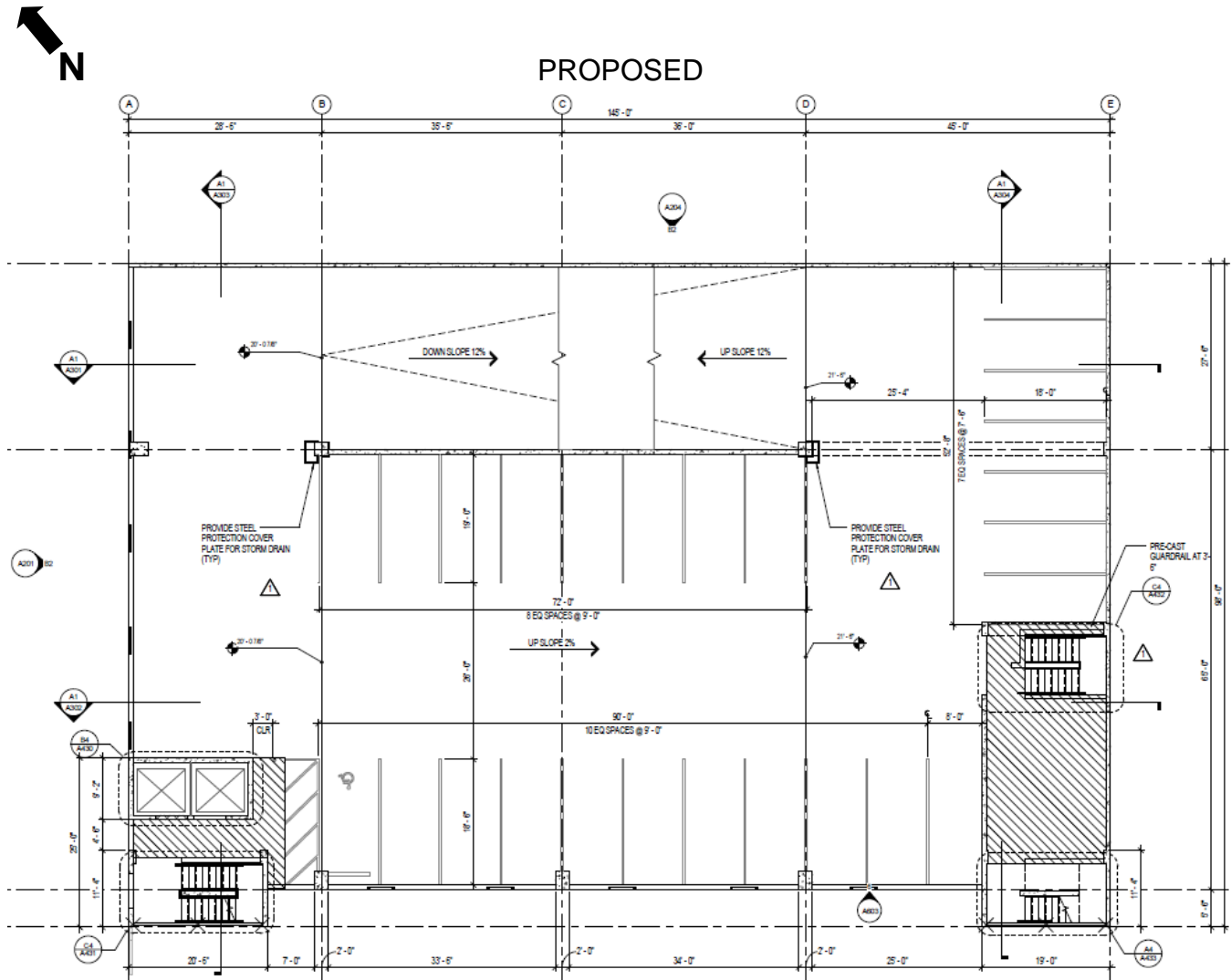
PROPOSED



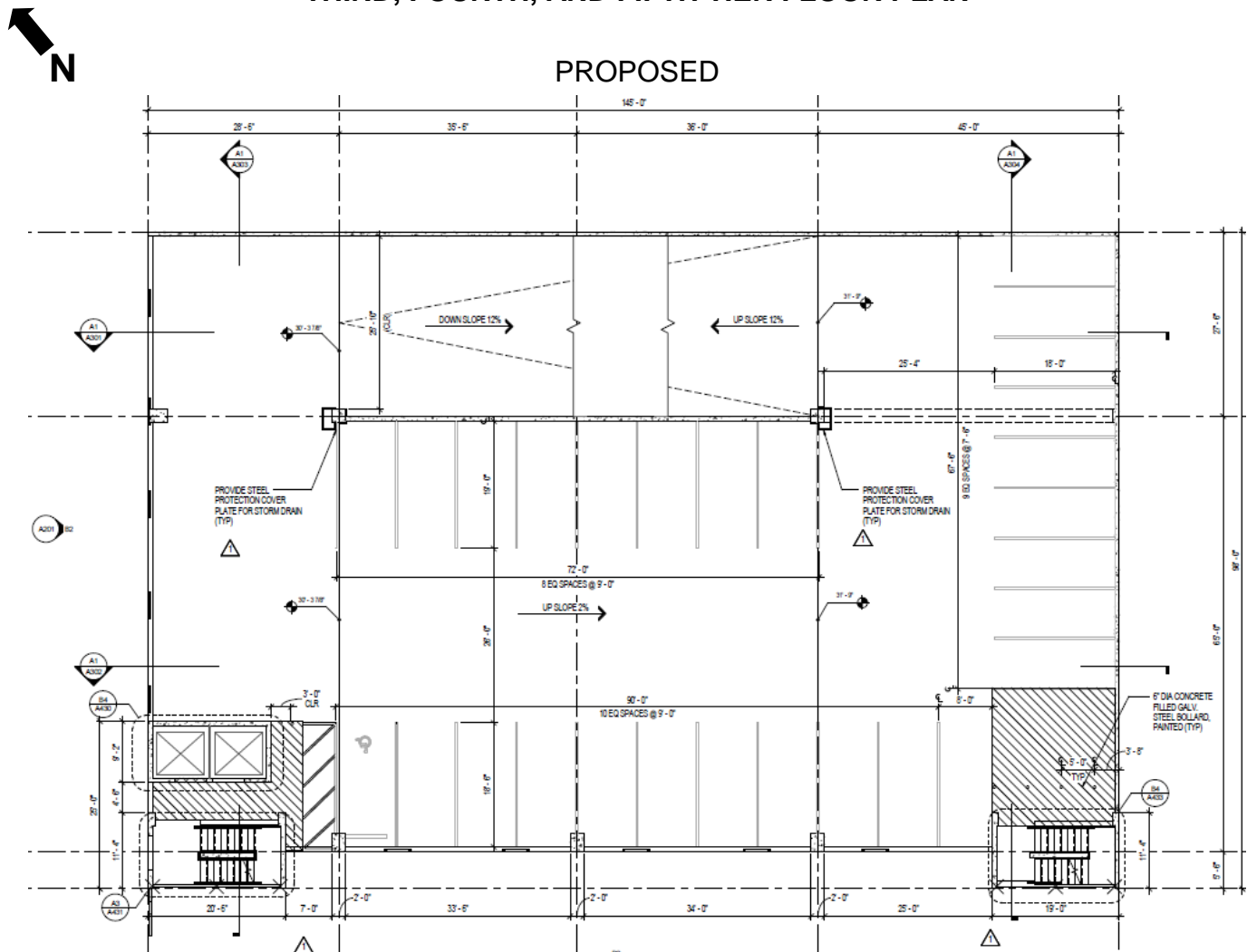
FIRST TIER FLOOR PLAN



SECOND TIER FLOOR PLAN

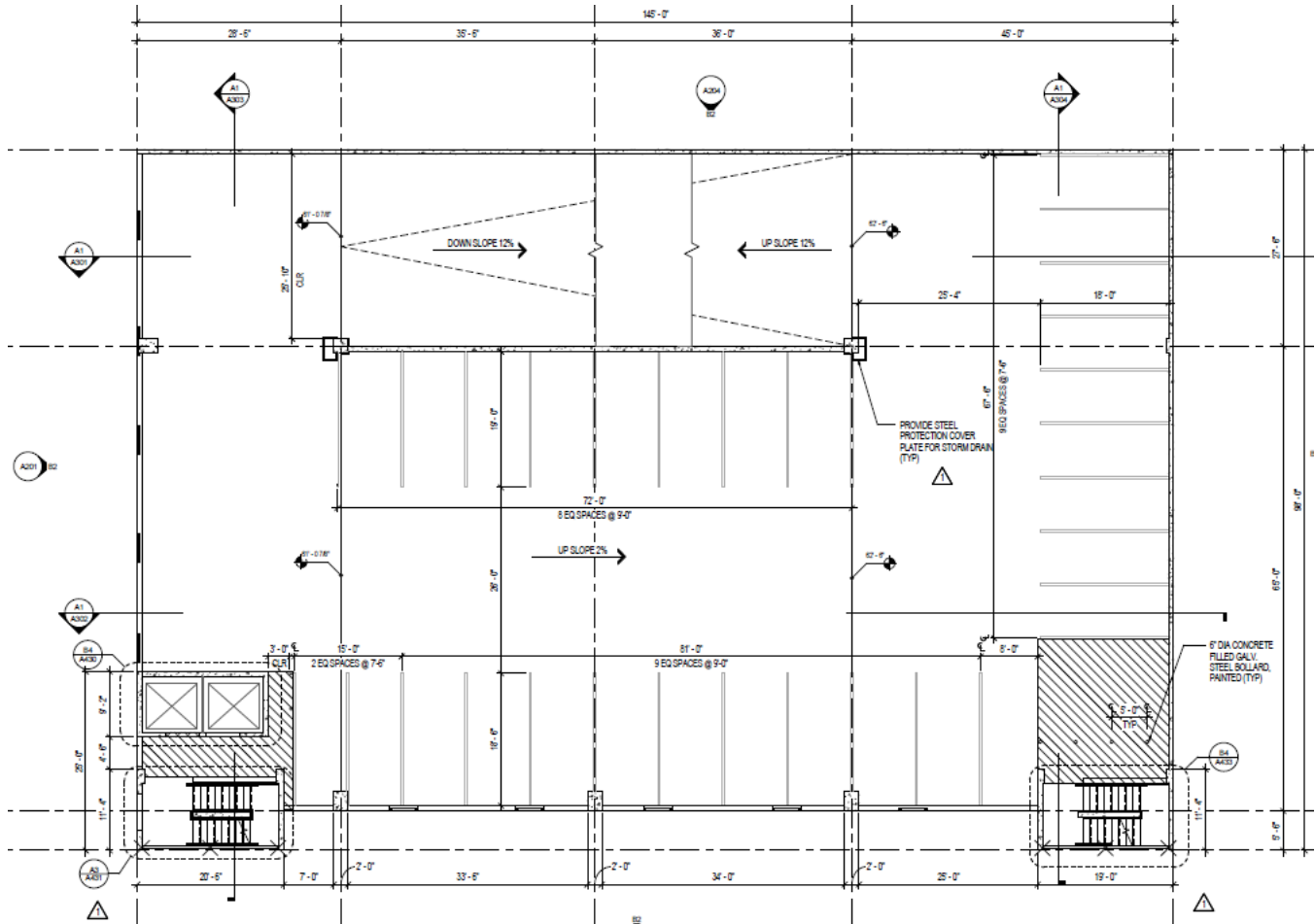


THIRD, FOURTH, AND FIFTH TIER FLOOR PLAN

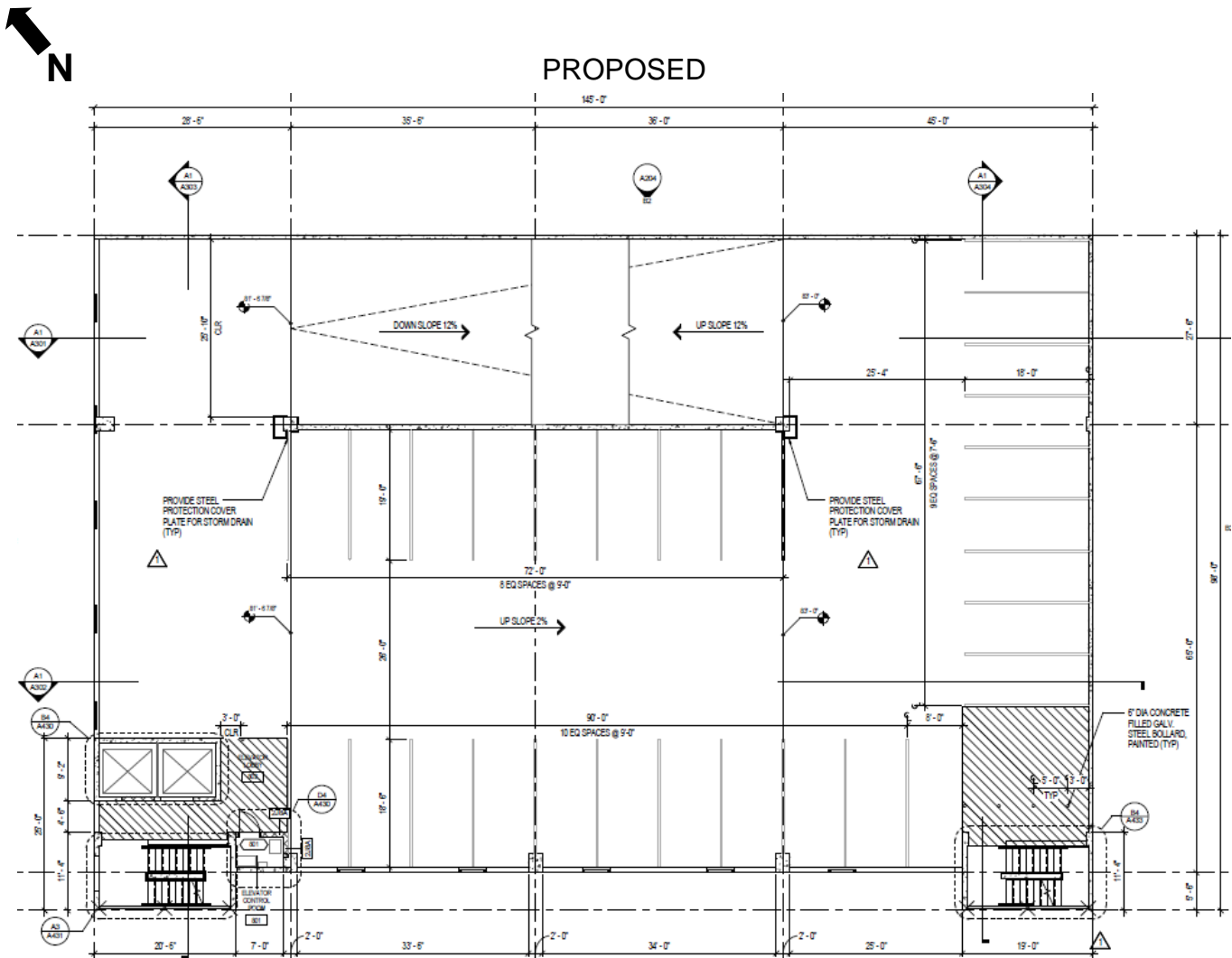


SIXTH AND SEVENTH TIER FLOOR PLAN

PROPOSED



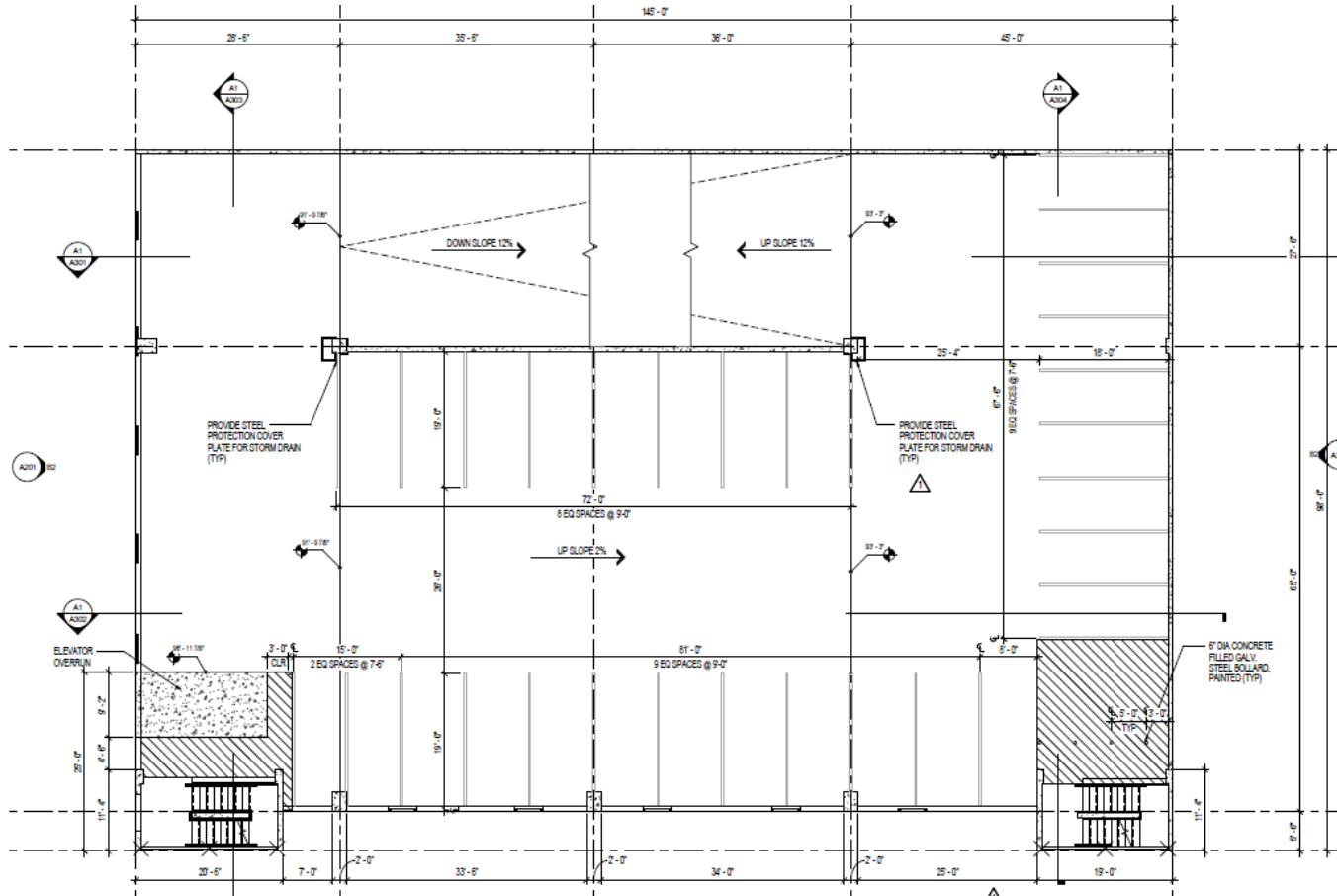
EIGHTH TIER FLOOR PLAN



NINTH TIER FLOOR PLAN



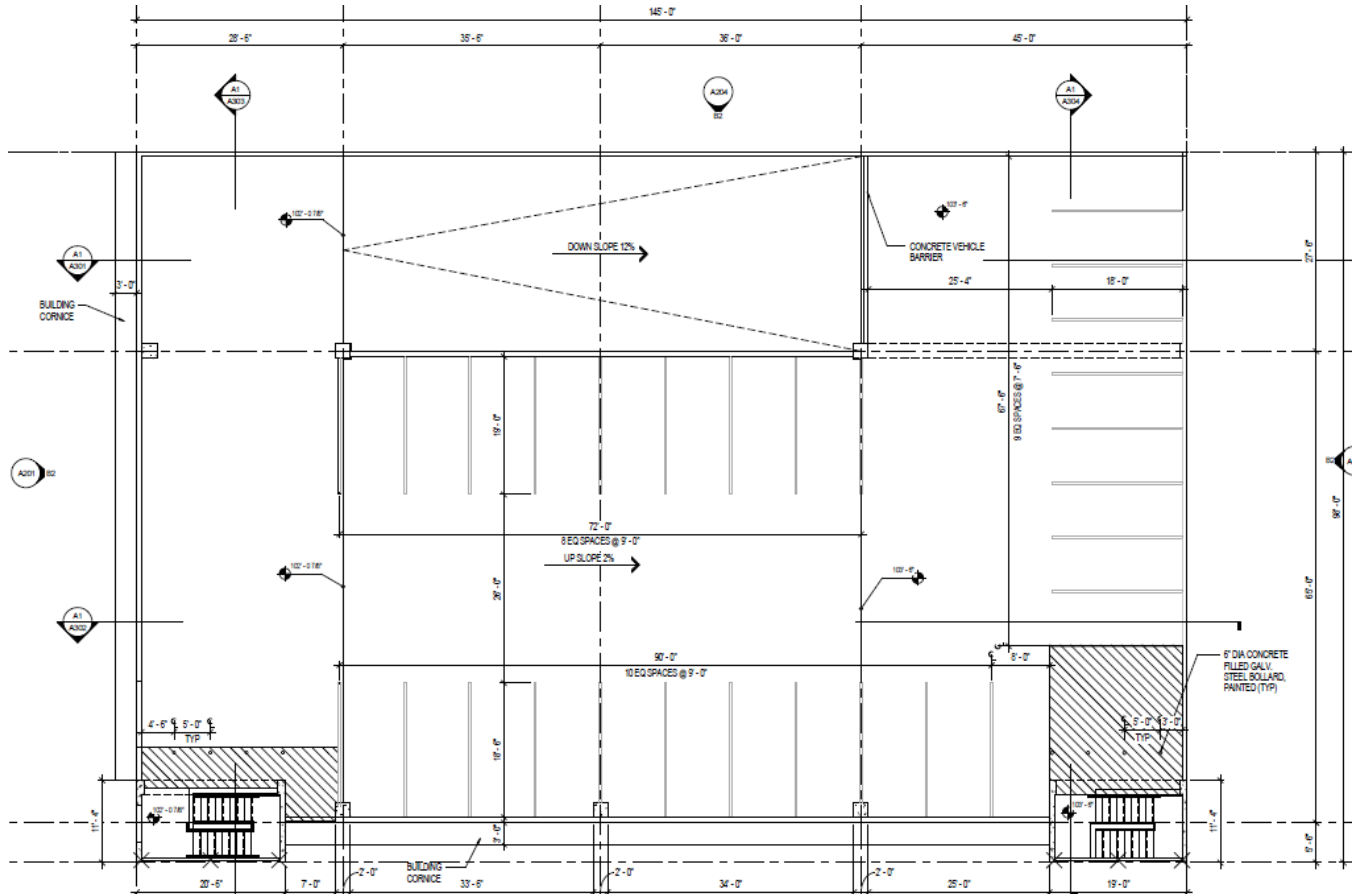
PROPOSED



TENTH TIER FLOOR PLAN



PROPOSED



Architectural section drawing of a building facade showing three tiers (Tier 01, Tier 09, Tier 10) and ground level. The drawing includes dimensions for door openings (8'-3"), concrete slabs on grade (5'-5"), and a minimum overhang (6'-5"). A note specifies galvanized steel pit ladder and light per manufacturers' recommendations every 12" max. The drawing also shows a continuous vapor barrier and a pit blincoide membrane.

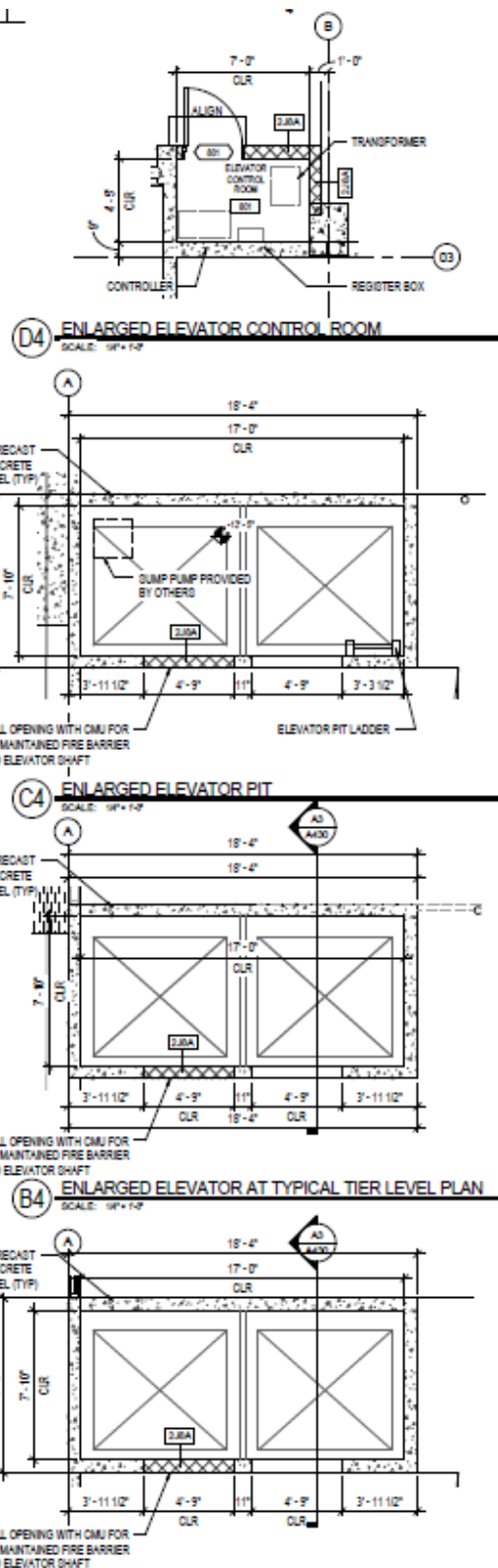
Dimensions and Labels:

- Door Opening: 8'-3"
- Concrete Slab on Grade: 5'-5"
- Minimum Overhang: 6'-5"
- Tier 01: 7'-3"
- Tier 09: 9'-3"
- Tier 10: 10'-6"
- Ground Level: 0'
- Underground: -7'-0"

Note: PROVIDE GALVANIZED STEEL PIT LADDER & LIGHT PER MANUFACTURERS' RECOMMENDATIONS EVERY 12" MAX (W/ SLIP RESISTANCE COATING) 3/8" STEEL GALVANIZED RAILS MOUNTED TO SHAFT WALL WP' X 3" X 3" 3/8" GALVANIZED STEEL CUP ANGLES - HOLD FACE OF RAIL 7" OFF OF SHAFT WALL COORDINATE FINAL WITH ELEVATOR MANUFACTURER.

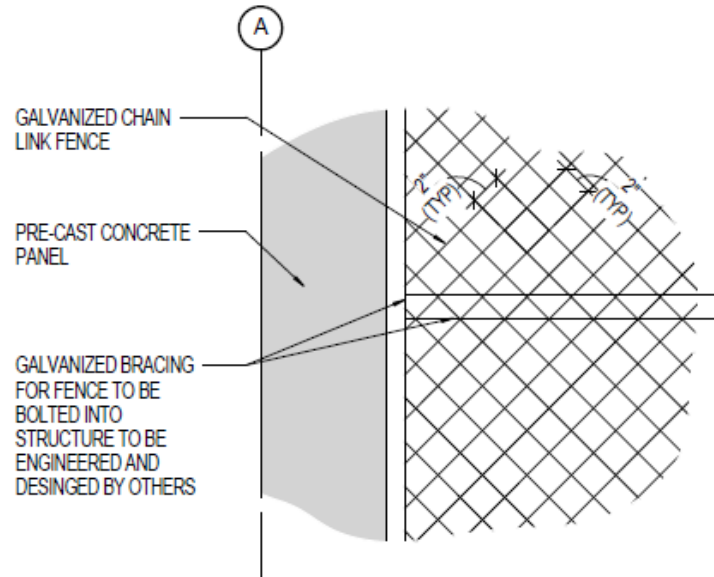
Labels:

- DOUBLE TEE
- GROUND LEVEL
- UNDERGROUND
- UNDER PIT BLINCOIDE MEMBRANE
- CONTINUOUS VAPOR BARRIER

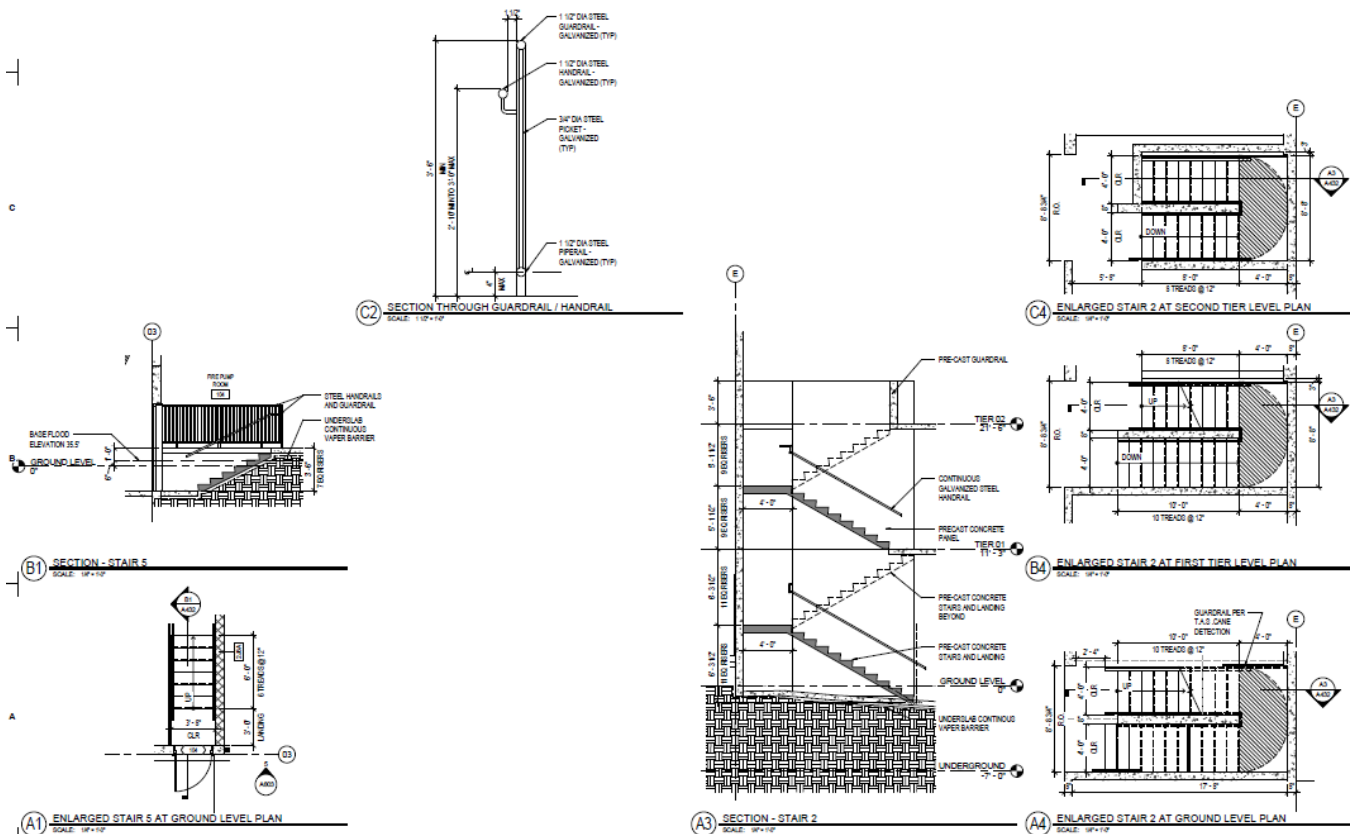


[illegible]

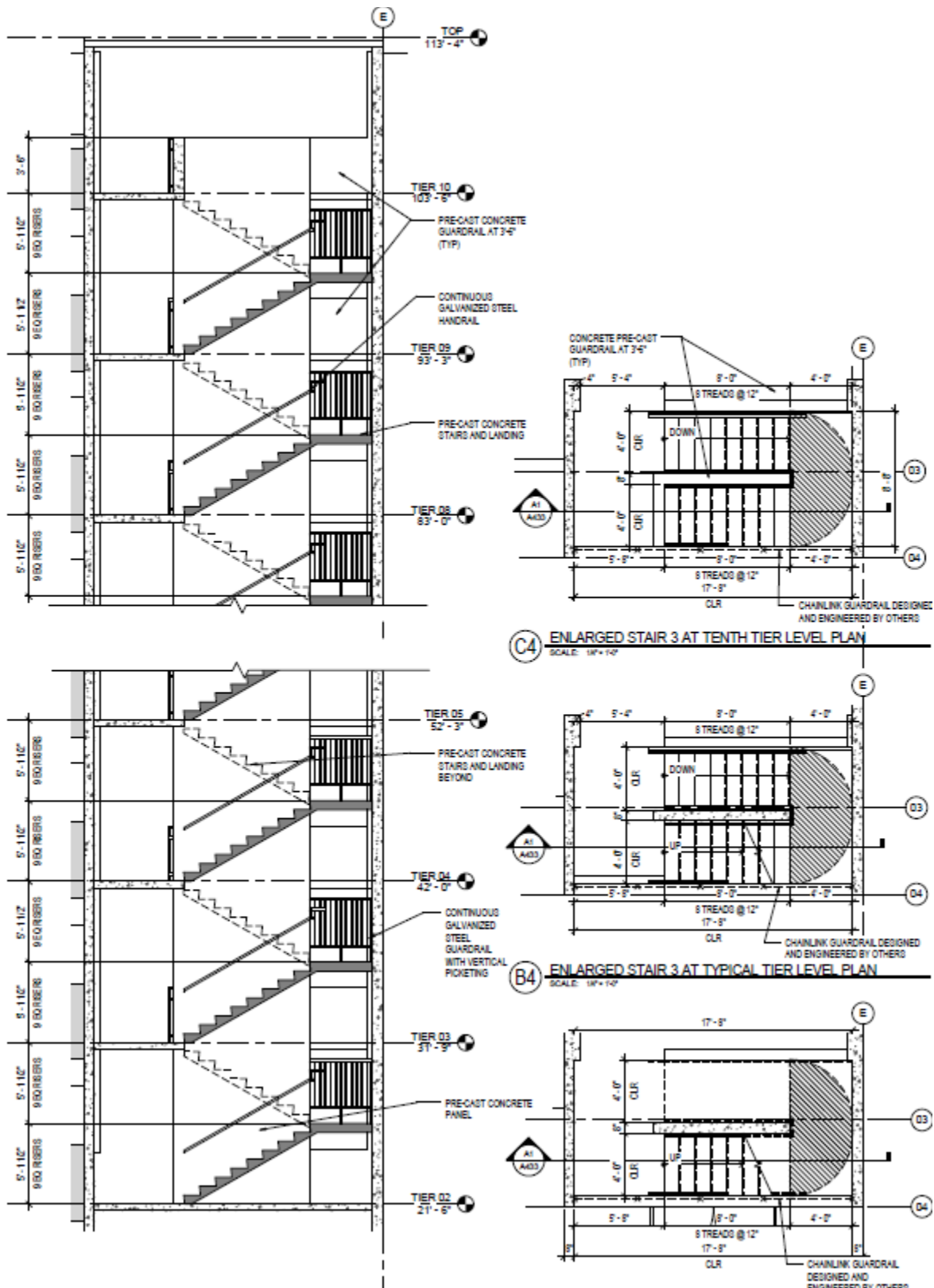
CHAIN LINK DETAIL



STAIR DETAIL

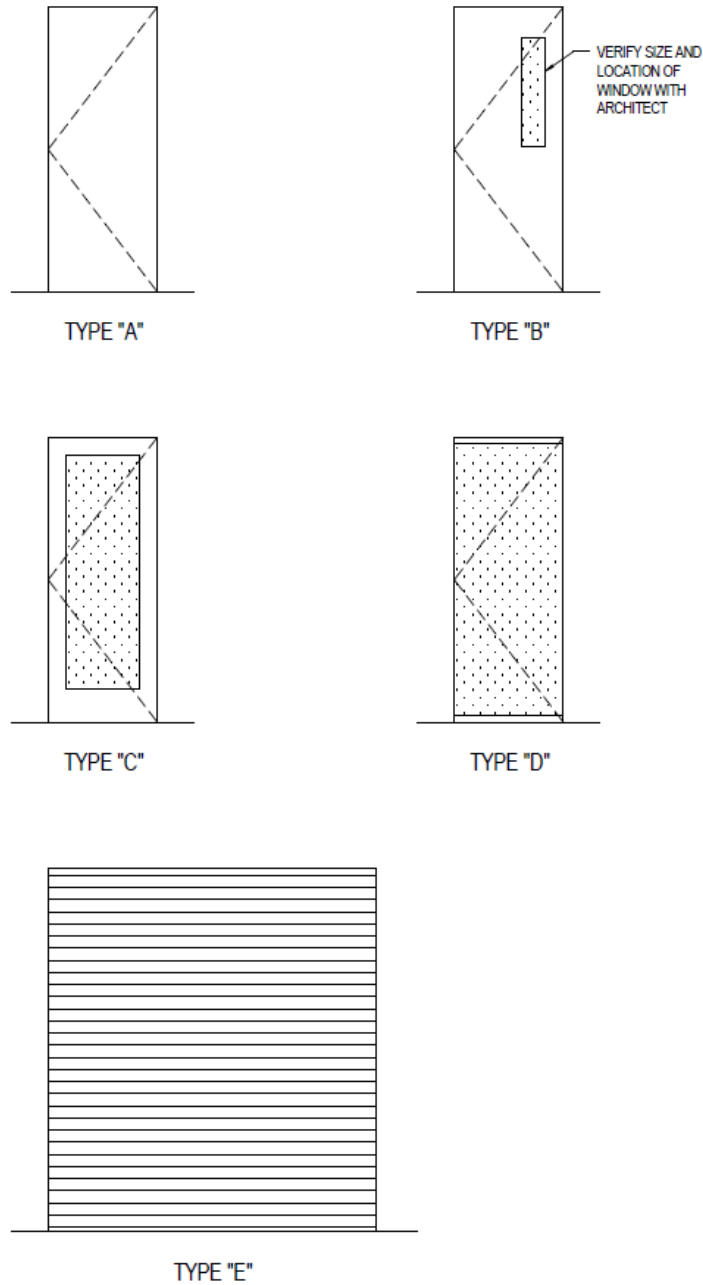



STAIR DETAIL



WINDOW / DOOR SCHEDULE

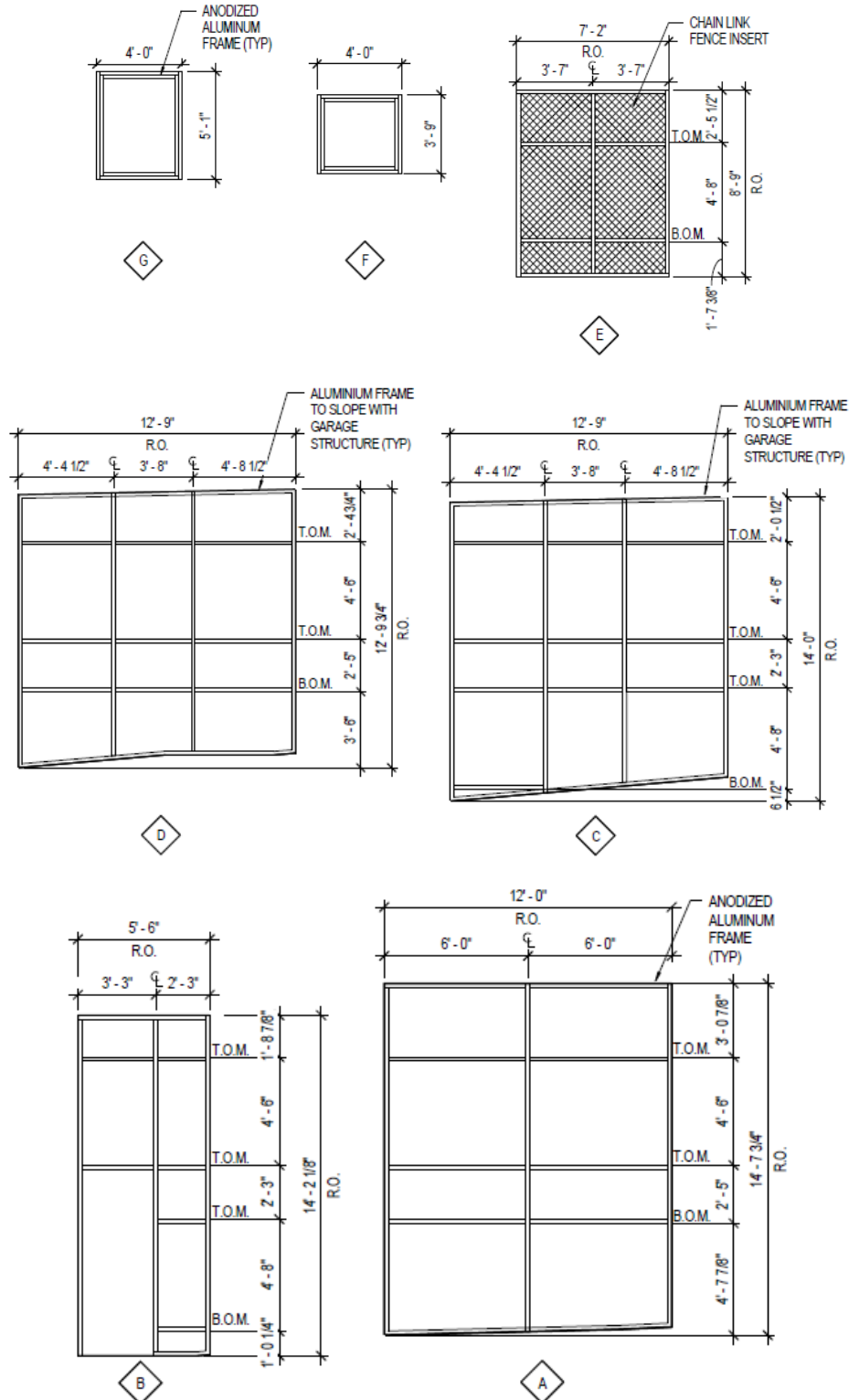
DOOR ELEVATIONS



DOOR ASSEMBLY				DOOR MATERIAL					FRAME MATERIAL		Hardware Set	Fire Rating	Remarks
Location	Number	Type	Description	Dimensions			Door Material	Finish	Material	Finish			
				Width	Height	Thickness							
TRANSFORMER VAULT	102A	A	DOUBLE	8'-0"	10'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	01	3HR	WATER PROF GATE AND SEALS
TRANSFORMER VAULT	102C	A	SINGLE	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	03	3HR	
TRANSFORMER VAULT	102D	A	SINGLE	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	03	3HR	
FIRE PUMP ROOM	104	A	SINGLE	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	02	2HR	
ELEVATOR CONTROL ROOM	801	A	SINGLE	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	02	2HR	CLOSER REQUIRED

WINDOW / DOOR SCHEDULE

WINDOW DETAILS



GARAGE EXAMPLES PROVIDED BY STAFF TO THE APPLICANT (08/05/2016)

(ELEMENTS TO BE CONSIDERED)

Summary:

During a meeting with the applicant, staff explained that it is not just the verticality that is important in the overall design of this structure. We explained that the verticality is a dominant feature in any of the tall historic structures within the district, along with a fenestration rhythm and distinct bays, cornice lines, awnings, and ground floor storefronts.

We emphasized that the horizontal parking decks should be masked and suggested methods including screens, false fronts, and curtain walls. In conjunction with creating a more typical rhythm, elements such as decorative exterior fins or other features could be added to increase the sense of verticality. None of these suggestions are stand-alone items and should be used in conjunction with other methods.

Staff also recommended that both the ground floor and the cornice be differentiated from the body of the building, which would lend a more traditional appearance to the building, even if the building still reads as a garage. We particularly noted that the ground floor should be emphasized or differentiated from the body of the building because of the pedestrian character of the historic district. Staff's suggestion was to design a ground floor that reflects the characteristics of historic building storefronts found throughout Main Street Market Square, as well as the use of a prominent suspended awning over the sidewalk. This would both help enhance the pedestrian experience, be compatible with other historic structures in the district, and would partially obscure the upper floors of the garage from the ground level. Staff also suggested that the applicants speak with the owners of neighboring properties to get their opinions on the proposed design.

Please see the subsequent pages for the images distributed to the applicant and a brief explanation as to why the particular examples are appropriate. These images were then used by the applicant to help redesign the garage.

EXAMPLES OF VERTICAL BAYS



Each distinct vertical bay features a series of three windows. Example also includes strong base delineation, use of modern and traditional materials, and exterior screens.



This example uses more traditional materials and simplified traditional design. Vertically oriented openings, cornice detail, varied façade, and deep awnings help this structure effectively blend into its context.

EXAMPLES OF VERTICAL PANELS



The use of repeated vertical panels can be used to help break up the façade as well as give the horizontally designed structure a more vertical feel.

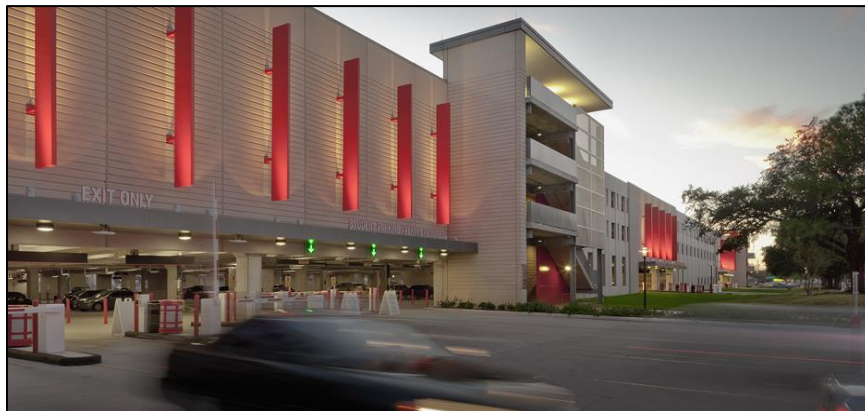


This example also uses vertical panels to help break up the façade, although the large open sections showing the horizontal parking decks would be less effective in current project.

EXAMPLES OF CONTEMPORARY VERTICAL FIN FEATURES



The use of contemporary fins in this example helps give the façade a more vertical orientation as well as obscuring the parking decks.



The use of vertical fins in this example helps break up the façade and would be more effective in the proposed project in conjunction with other suggested elements such as vertical window openings and distinct bays.

EXAMPLES OF VERTICALLY DEFINED COLUMNS AND BASE FEATURE

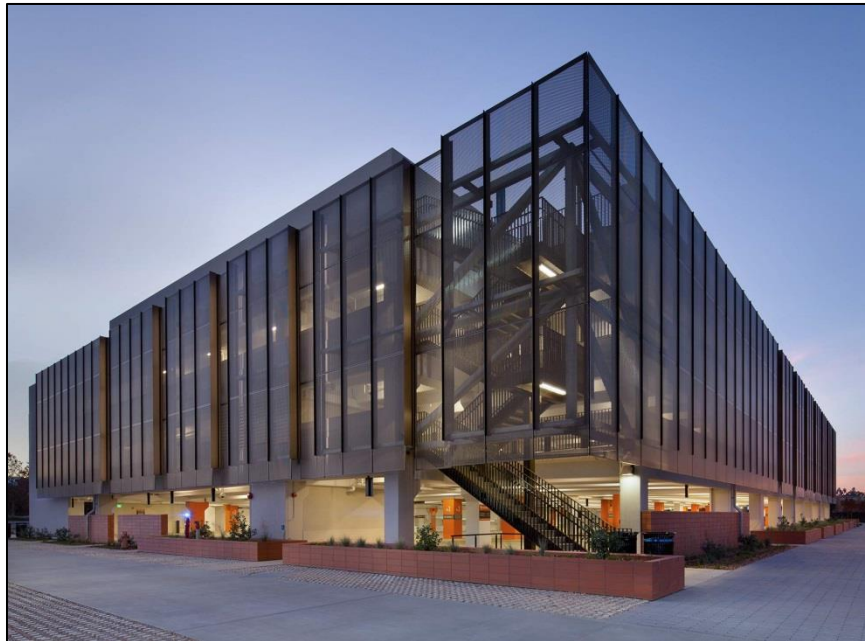


In this example, the use of more massive vertically defined columns along with a more traditional base, cornice, and use of brick, gives this structure an appropriate appearance as historic infill.



This example also features a strong delineated base, complete with storefronts and deep awnings. The more traditional design of massive brick columns in conjunction with modern vertically oriented screens makes this compatible infill as well.

EXAMPLE OF EXTERIOR SCREEN PANELS



This example is completely clad in a mesh screen featuring the appearance of distinct vertical bays. (Not shown to the applicant)



Although this example is not ideal for the proposed project, the pedestrian friendly base and use of mesh screens are appropriate elements and their use should be explored.

EXAMPLES OF DISTINCTIVE BASE



This design employs strong vertical banding and features a distinctive base. Although a change in material is not a requirement, traditionally, the base should be distinct from the subsequent upper floors.



This design features a distinctive base. Although a change in material is not a requirement, traditionally, the base should be distinct from the subsequent upper floors.

EXAMPLES OF AWNING USE



The use of awnings is imperative in the current proposed project. The deep suspended awnings in this example help identify the pedestrian entrance and exit. The use of awnings on the current project will not only help the pedestrian experience, but will help obscure the upper floors of the parking garage from ground level.



In this example, deep awnings are used to help identify the vehicular entrance and exit. Effective use of vertical screen panels have also been employed.

EXAMPLES OF CONTEMPORARY AND TRADITIONAL MATERIAL USE



This example employs the use of traditional brick as well as metal screens. Both the brick bays and screen panels are vertically oriented. Proper infill should feature compatible elements found in the district, but may be used in a more contemporary fashion or design.



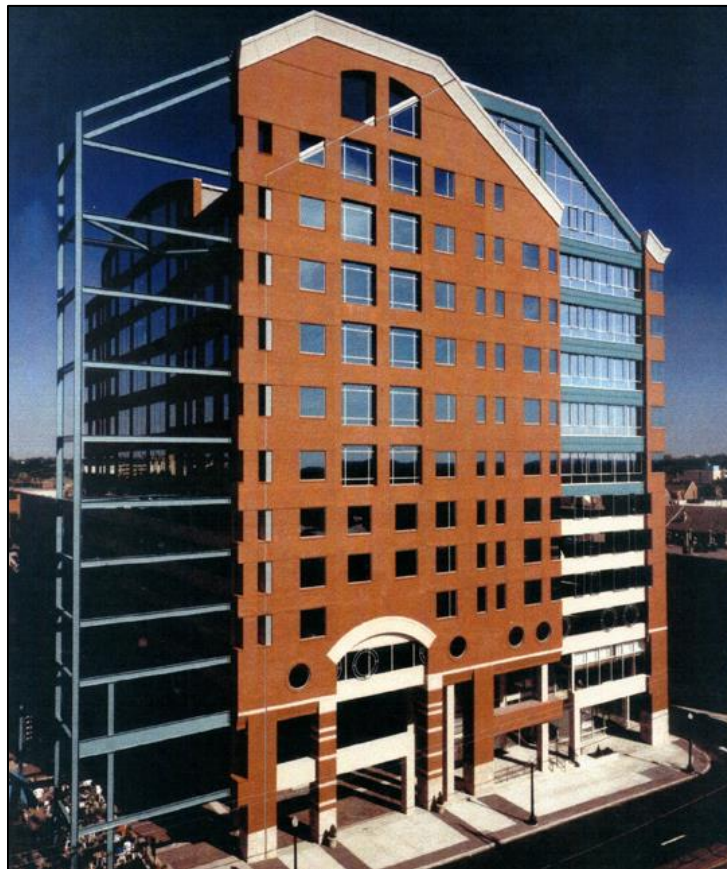
This example uses traditional brick as well as glass. Although this is a more horizontal design, the structure features vertically oriented window openings as well as deep awnings.

EXAMPLE OF TRADITIONAL MATERIAL AND DESIGN



The cladding on this structure was designed to hide the parking decks of the garage behind a very traditional historic-styled façade.

EXAMPLE OF CONTEMPORARY DESIGN



This is a very contemporary interpretation of a parking garage. Staff is not opposed to have a more contemporary design as long as it features compatible elements drawn from within the district.

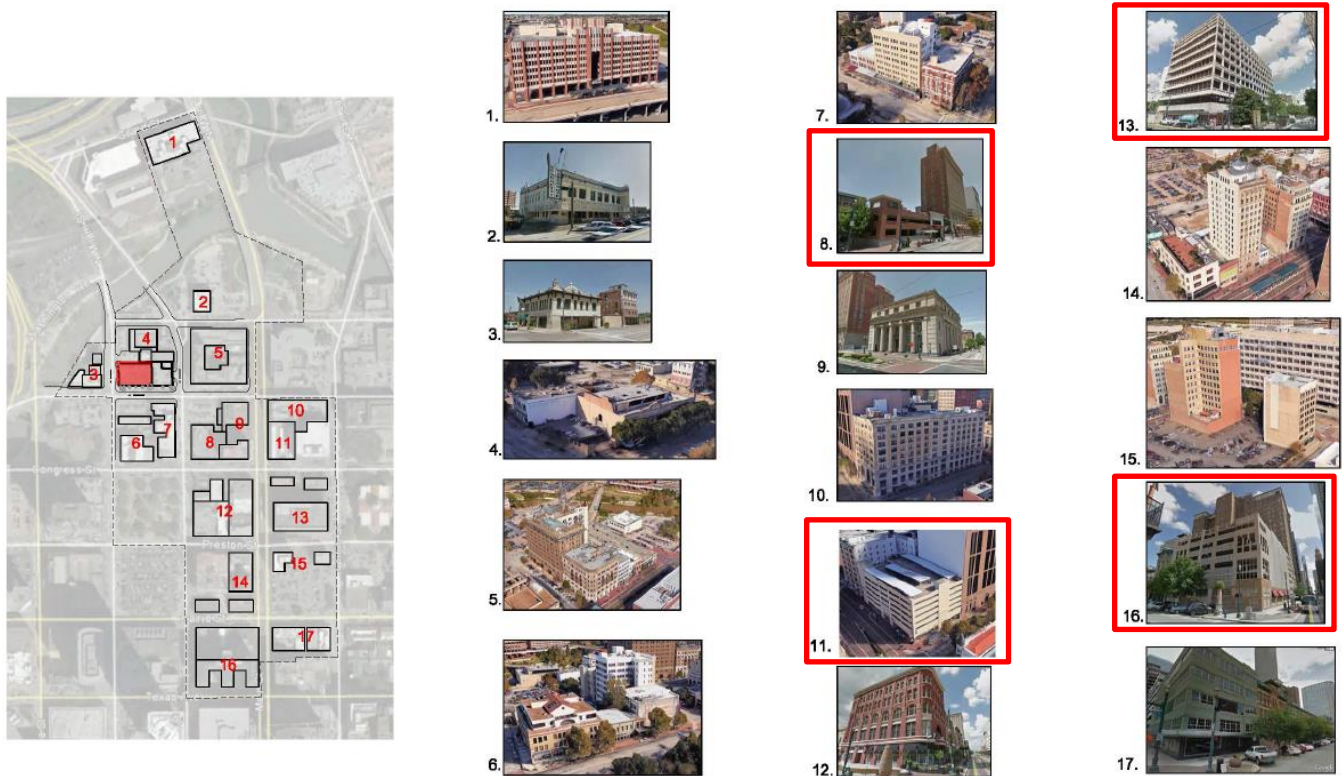
EXAMPLES OF VERTICALITY AND WINDOW RHYTHM WITHIN THE DISTRICT



EXAMPLES OF VERTICALITY AND WINDOW RHYTHM WITHIN THE DISTRICT



CLARIFICATION OF THE APPLICANT'S CHART OF CONTRIBUTING ARCHITECTURE



 Not contributing to the District
(Contrary to what has been indicated by applicant)

- 8.** Noncontributing parking garage on the same lot at the Contributing Hotel Icon
- 11.** Noncontributing parking garage on the same lot as the Contributing Franklin Lofts
- 13.** Listed on the inventory as Noncontributing
- 16.** Noncontributing parking garage on the same lot as the Contributing Rice Hotel

PROJECT DETAILS

Shape/Mass: The proposed parking garage will have a maximum width of 145' and a maximum depth of 98'. The height of the garage varies by 7' due to a slope on the lot. From grade, the maximum height of the garage will range from 113'-4" to 120'-4". Two stair towers will flank the central body of the structure. The western tower will be 20'-6" wide by 25'-0" deep and the eastern tower will be 19'-0" wide by 11'-4" deep. The main portion of the structure will be setback 5'-6" from the stair towers on the Franklin elevation. The towers will be flush with the main structure on the Milam and eastern elevations. See drawings for more detail.

Setbacks: The proposed parking garage has a south (facing Franklin Street) setback of 1'-6"; a west setback (facing Milam Street) of 1'-11"; an east setback of 4'-3¾"; and a north setback of 6". See drawings for more detail.

Foundation: The proposed foundation consists of auger cast piles with slab on grade concrete on the first floor. See drawings for more detail.

Windows/Doors: The proposed parking garage will feature a faux storefront along the Milan and Franklin Street elevations. The faux storefront will be constructed from an open aluminum frame and will not feature any glass. The upper tiers will feature faux windows. The faux windows will be constructed from an open aluminum frame and not feature any glass. The windows on the Franklin elevation will be 4'-0" wide by 3'-9" tall. Five windows will be installed on each level. The windows on the Milam elevation will be 4'-0" wide by 5'-1" tall. See window and door schedule for more detail.

Exterior Materials: The proposed parking garage will have pre-cast floor construction on all levels above grade. With the exception of the stair tower guardrail, all building components of the garage including the floors, roof, and elevator shafts will be constructed of pre-cast concrete. The ground floor will be clad in brick veneer. The stair towers will feature a chain link metal fence screen. Cloth awnings with a 30" overhang will be installed above the faux storefront along the Franklin and Milam street fronts. The two interior elevations will be precast concrete fire walls with no fenestration. A 5' wide by 20.5' tall aluminum panel sign with the word 'PARKING' will extend 2' from the west elevation at the corner of Milam and Franklin Streets. See drawings for more detail.

Roof: The roof of the proposed parking garage will be flat and open for vehicular parking. The parapet walls surrounding the upper level as well as the stair/elevator towers will be topped by a concrete cornice on the elevations fronting Milam and Franklin Streets. The proposed cornice will have a pitch of ½":12 and be 1'-0" thick and extend 3'-0" over the edge of the building. See drawings for more detail.

Front Elevation: The proposed south elevation features a faux storefront topped by a cloth awning on the ground level. The garage entrance/exit is located on the eastern portion of the ground level. The second through ninth stories each feature five square aluminum frames. The main central portion of the structure is flanked by two stair towers. The towers are clad in chain link fencing. The roof of the structure features a parapet wall topped by a cornice. See drawings for more detail.

(South)

Side Elevation: The proposed west elevation features a faux storefront topped by a cloth awning on the ground level. The garage entrance/exit is located on the northern portion of the ground level. The second through ninth stories each feature five rectangular aluminum frames. The stair tower is located to the south and each level features a pair of square openings. The top level features a single square opening. The roof of the structure features a parapet wall topped by a cornice. See drawings for more detail.

(West)

Side Elevation: The proposed east elevation is comprised of a precast concrete wall with no fenestration. Two
(East) doors are located at ground level. See drawings for more detail.

Rear Elevation: The proposed east elevation is comprised of a precast concrete wall with no fenestration or doors.
(North) See drawings for more detail.